

SATURDAY, MAY 13, 1905.

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If our friends who javor us with manuscripts for rubication with to have rejected articles returned, they must in all cases send stemps for that purpose.

Mr. Roosevelt and the Presidency.

The nomination of Mr. ROOSEVELT for another term as President by a Democratic speaker at the dinner of the Democratic Iroquois Club in Chicago would have been an incident of the highest political importance and significance if anything said by exuberant Western hospitality on such an occasion could be taken in sober seriousness.

It was all the more a mere compliment of after-dinner oratory because shortly before reaching Chicago Mr. ROOSEVELT had repeated and reiterated more precisely his public announcement immediately after his last election, that never again and under no circumstances would he be a candidate for President. He took pains to make still more positive his removal of himself from all possible consideration as such a candidate, and to have his decision published to the world. It was flatfooted at first and he has made it even more unmistakable and irreversible. As he says, there is "no string tied" to his refusal to run again for the office. He has made it as plain as it can be put in words.

His nomination at the Democratic Iroquois Club, therefore, was of the nature of an impertinence, amiable as an expression of personal regard though it may have been.

The suggestion was evidently ungrateful to Mr. ROOSEVELT. It implied an insincerity and an evasiveness in his frequently reiterated refusals to seek or to accept what would be practically a third term for which there was no shadow of justification. These refusals, voluntarily made and always definite and final, give to THEODORE ROOSEVELT a distinction which entitles him to the honor of the American people for his patriotic determination to preserve the most valuable of the traditions of the Presidential office.

Well meant though it may be, any suggestion that he will depart from his freely and honorably made decision is really an insult to President ROOSEVELT.

'The Will of the People."

It is the voice of the Hon. LEONIDAS dawn of the Farmers' Alliance and Representative in Congress of the Fifth

" I make hold to predict that the public will be will dominate in Congress, especially in the Senate, and prevent the fulfilment of the will of the people."

What is the will of the people about larger importations and revenue? By increasing the taxes on beer or spirits? By taking free coffee from the "poor man's breakfast table"? The question is one of dollars and cents. Of course, the gentlemen whose toes it is proposed to pinch will how! Of course, the gentlemen who are ra 1 to believe that any particular protective tariff is the ark of the covenant will uplift protesting hands and yell at the intended blasphemy and

Will the public be buncoed? It usudence that the public has made up its mind how the needed additional revenue should be raised.

As to railroad rate legislation, too. to embarrass the Republicans. Is the railroad rate regulation? Isn't it the proposals for such regulation? He new movement. wants it with all the force, sincerity and ardor of his nature.

Most Republicans had never heard of it until he took it up.

The Anglo-Japanese Alliance.

The restricted alliance concluded between Great Britain and Japan will exquestion is complicated by the fact that the Liberals are expected shortly to return to power at Westminster.

It will be remembered that the last ROSEBERY, was partially chargeable strip running from the lower waters of ported as one of the bright and shining the Yalu River on the east to the mid- lights in "the new movement." channel of the Liao River on the west, species of ultimatum addressed to her legislation in the interest of labor.

declined to give.

That this was a grave blunder is now recognized by the Liberals themselves, but they were not fully alive to it at the time when the Unionist Government concluded the existing treaty with Japan. and consequently regarded that agreement with some indifference. Their views, have changed materially, howeyer, during the present war. Even Lord ROSEBERY now declares that the treaty must be renewed. As to terms, however. Liberals and Unionists differ widely,

It is certain that the Japanese would like a modification of those clauses of the existing treaty that relate to Corea and Manchuria. Japan is engaged in the moral, intellectual and industrial regeneration of the Corean peninsula, and she naturally does not wish to be hampered by a pledge to respect the sovereignty of the worthless ruler who ostensibly is still enthroned at Seoul. Then, again, the Mikado's advisers want to be relieved from the obligation to uphold China's title to the whole of Manchuria, for they deem themselves clearly entitled by right of conquest to that part of the Liaotung peninsula which was leased by China to Russia, even if they do not insist upon regaining the coast strip which was conveyed to them by the above mentioned article of the Shimonoseki treaty. We presume that both England and the United States will take the position that, while Port Arthur and Dalny belong to their conqueror, with the maintenance of the "Open Door" in Manchuria.

to a Liberal Government to consider. regard for the rights of others. The existing treaty binds England to assist Japan only in case the latter country should be attacked by two great Powers at once. The substantial but unavowed assistance rendered by France to Russia's naval operations has brought home to the Tokio Government the extreme difficulty of proving just when it is entitled to the aid of its ally. The difficulty is emphasized in the present case because Lord Lansdowne and M. DELCASSE seized the opportunity offered by the war in the Far East to settle agelong differences and to enter into a friendly understanding. From that moment ft must have been clear to the Mikado's advisers that their ally would action that must needs bring her into collision with France.

It is patent, indeed, that if M. DELcassi had not contrived to propitiate England during the last fifteen months, he would never have ventured to connive at Rojestvensky's prolonged sojourn in the waters of Madagascar and of Indo-China. Japan, therefore, convinced that the existing treaty is for her by no means satisfactory, is expected to propose a substitute by which the FELIX LIVINGSTON, our friend from the signatories will be bound to aid one another whenever either is attacked. whether by two Powers or one Power. Georgia district now and for several In pursuance of such an agreement, the British fleet in the Far East would always be at the disposal of the Mikado bunceed in the next Congress on the two great | to repel Russian, or German, or French subjects in which the public is most interested- aggression, while on the other hand the will refuse to bear unless it is forced tariff revision and railroad rate legislation. Not Japanese army would be at the service to the verdict by evidence which points hat the Republican party at large will do it. But of the Calcutta Government, should Russia attempt an invasion of British India or of its sphere of influence.

It is needless at this time to enlarge on the possible consequences of such a tariff revision? There is a deficit. How treaty as the Japanese desire. That shall the hole be filled? By reducing England would conclude such a treaty certain tariff schedules so as to induce | if the Unionists were to remain in office is not improbable. On the other hand, it may be that the Liberals will shrink from assuming responsibilities greatly transcending those incurred by the existing agreement.

The Socialist Labor Movement.

A call has been issued for delegates of labor organizations to attend the convention of the American Labor Union in Chicago on June 27. This hitherto insignificant and little regarded rival of the American Federation of Labor, of ally is; but as yet there is small evi- which Mr. Gompers is the head and front, has lately become sufficiently active and formidable to attract the notice of Mr. Gompers, and to cause him to loosen the stoppers of his vials Leave out of consideration the Bryan of wrath. He refers to it as "the organ-Democrats. They are tickled to find ization instituted, officered, and mantheir old ideas borrowed. They hope aged by Socialists; the organization differed conscientiously and reasonably that now with other Socialists has called Republican party at large eager for a congress to attempt to destroy the American Federation of Labor and the fact that Mr. Roosevelt's unparalleled | trade union movement of our country." popularity is the main strength of the Mr. Gompers gives it the name of "the

The matter is of more than passing interest and importance. It presents in concrete form a long existing issue in labor unionism and involves a fundamental policy. The Federation of Labor has assumed and maintained a nonpolitical attitude. Its members have been left to vote as they saw fit indipire in 1907, unless notice of renewal is vidually. Its object has been industrial. given a year in advance. Is a renewal and not political, unity. The essential likely, and, if so, on what terms? The difference in the policies of these organizations may be illustrated by quoting the expressions of their leaders. Speaking in San Francisco last November Mr. GOMPERS said: "The only safe course for Liberal Government, headed by Lord organized labor to adopt is one of absolute non-committal to any political with the conflict of interests between party." Speaking in New York in Octo- of course, to every man entitled intrinsi-Russia and Japan. If the second arti- ber, as the Social Democratic party's cle of the Shimonoseki treaty had been | candidate for President, Mr. EUGENE V. suffered by the European Powers to re- DEBs said: "Socialism is the only sane main intact, Japan would have acquired and scientific industrial system, and it in 1895 not only ascendency in Corea and | will be brought about by the ballot box, possession of the whole of the Liaotung | which will free us from all the degrading peninsula, but also the Manchurian coast | thraldom of the ages." Mr. DEBS is re-

Local unions affiliated with the Fed-That part of the second article, however, eration of Labor have not always ad- them, he should not receive the title. If which embodied the cession of the terri- hered strictly to the gospel as preached tory just named was reluctantly can- by their great leader, and Mr. GOMPLES celed by Japan in compliance with the and others have sought to influence by Russia, France and Germany. It is Member of Congress recently remarked well known that the Mikado, who had that trade unionism had about one-half at that time on the Asiatic mainland a of that body "scared stiff." But the large and victorious army, would not Federation has not, as a united organizahave yielded to the demand could he tion, thrown its influence for or against Long Island Sound. The scheme was

land. This, however, Lord ROSEBERY Mr. DEBS and his associates, regarded the ballot box as labor's life preserver. The present indications are that the issue of unionism as a factor in politics will become acute at an early day. Mr. GOMPERS sees in the progress of the American Labor Union an effort to smash" the Federation. He calls upon his followers to get into the Federation fold and to stay there under the banner of "unity, fraternity and solidarity of labor.

But the American Labor Union does not agree with Mr. Gompens in his interpretation of those noble words, "unity, fraternity and solidarity." Mr. Gompers organizes by special groups, as cigarmakers, hodcarriers, longshoremen, barbers, bakers and plumbers. These bodies affiliate to form central unions, and the whole collection is united as the Federation. The American Labor Union proposes a different system. Its members call themselves "industrialists." while the Federationists are "trade unionists." The "industrialists" favor "the organization of all those engaged in a given industry into one union without regard to the trades to which the various workmen belong." As explained by one of their leaders, they propose, for instance, the organisation of "all men employed in any way in fron works, such as molders, oar workers, structural iron workers and the like."

Labor appears to have a very pretty quarrel on its hands, and is more than ever a house divided against itself. With its domestic wranglings the public is Japan's acquirement of the Manchurian | not directly concerned. The platform seacoast would hardly be reconcilable for the public in its attitude toward labor was tersely stated by Mr. ROOSEVELT in his message last December, when he There is another question of great im- said: "All encouragement should be portance to Great Britain, as well as to given to any such organization so long Japan, which apparently will be left as it is conducted with a due and decent

No Fault on Either Side.

Mr. JEROME, in his remarks to the Court in moving yesterday for the discharge of the woman PATTERSON, used these words:

"The verdict was evidently influenced by the eports in the papers; nevertheless I feel that this office has done all that it could do in its attempt to bring this woman to justice."

No indications have appeared that there was any such influence exercised on the jury, or any influence other than the evidence itself. When this woman was first tried there was a like disagreement, and now she is discharged on her own recognizance by the motion of the regret to see herself called upon for District Attorney, on the ground that, to use his words, "all the evidence that I have been able to gather has been submitted, and I do not think another trial would result in anything but another

disagreement. That is simply that "all the evidence" which the District Attorney's office could gather for submission to the jury was insufficient to remove from their minds all reasonable doubt of the woman's guilt. Such doubt was in the minds of those who heard or who read the testimony, and disagreement of the jury was inevitable. If the case had never been mentioned in the newspapers the result would have been the same.

Of course when it comes to a convic-

or can be "a gentleman" in America, in the sense of the term as used in a monarchical country or under an aristocratic system of society. The word "gentleman" is unknown to our law.

In the sense of expressing moral qualities, the only sense in which it can be used here, the term "gentleman" applies, cally to receive it as a designation of courtesy; but even in that usage it is a term so vague and indefinable that it is not worth talking about.

It may be said, however, never to apply properly to any American who boasts of being a "gentleman" because of any accident of his mere material circumstances, or to any American who is troubled in mind lest, on account of anybody in America is not a "gentleman it is his own fault.

Last December we commented on a pe tition which had been submitted to the Massachusetts Legislature by the New York, Brockton and Boston Canal Transportation Company, for the right to open a canal connecting Massachusetts Bay with have relied on naval support from Eng- any particular party. It has not, like somewhat visionary, and new appears to

have been superseded by the revival of an

earlier plan. A few weeks ago the Massachusetts Sepate Committee on Harbors and Public Lands reported favorably, by a unanimous vote, upon an application for a charter for the construction of a canal on what is known as the Bass River route. This runs through the towns of Dennis and Yarmouth. The applicants appear as the Massachusetts Ship Canal Company, with a proposed capital of \$6,000,000.

A Cape Cod canal has been a dream and an ambition for more than a century. If the General Court keeps on approving schemes and granting charters, there will come, some day, a grantee who will get to work and dig the ditch.

PUNISHMENT OF AUTOMOBILISTS Philosophic Discussion There of Invited by

a Nutmer Penotogist. TO THE EDITOR OF THE SUN-Sir: I wish to ask for an expression of opinion by police court Judges and similar Magistrates as to the purpose and probable effect of fining automobilists for violation of the laws made with reference to automobiles.

Punishment for crime is justifiable and salutary on the theory that: (1) The punment is retributive, or (2) deterrent in its effects on the criminal and on others, or effects on the criminal and on others, or (8), reformative of the criminal, or (4) preventive, temporarily or permanently, of a repetition of similar crime by the said criminal. This last would, of course, apply only to imprisonment or capital punishment, and is sensible if not sentimental.

Does imposing a fine of \$10 or \$100 on a man who can afford to buy and maintain an expensive automobile act as an adequate penalty; does it keep him or anybody else from again violating the law; does it reform him into a recognition of the rights of others, or prevent an immediate repetition of the effense?

Of course, the opinion of automobilists—

or prevent an immediate repetition of the offense?

Of course, the opinion of automobilists—whether criminal or law-abiding—will be of no value in such a discussion; but I believe it would be worth while to hear what Magistrates and prosecuting officers can suggest as their reason—for, surely, they have a reason—why the owner of an automobile is supposed to be punished, reformed or deterred from further crime if he is made to pay a very inconsiderable percentage of the expenditure which has furnished him with the apparatus for frightening and maiming his fellow creatures, while a petty theft will get a poor man promptly into jail.

In some States, at least, a violation of automobile laws is funishable by imprisonment. Why is it never punished so? I pause for a reply.

New Haven, Conn., May 12.

In Central Park.

To THE EDITOR OF THE SUN. - Sir: The space between the two rows of trees on the west side of Fifth avenue above Fifty-ninth street, which is now occupied by a cement sidewalk and some nasty, dusty gravel, harder than the sidewalk and not nearly so useful. could be regraded and repayed and used as a driveway, except a small space on either side of the trees. This surface could be sod-ded and planted with flowers and used as a dividing line between uptown and downtown The footway for passengers could be built

on the west side of the stone wall, inside the park, without the sacrifice of a tree. The few shrubs in the way, being mostly Cali-

fornia privet, could be transplanted without Ivy could be allowed to grow over the present stone wall and the whole made ex-ceedingly beautiful without the sacrifice of

one square foot of the people's park ALEXANDER M. WESTWOOD. NEW YORK, May 11.

The Line and Engineer Corps of the Navy. TO THE EDITOR OF THE SUN-Sir: There has been a great deal said against the amalgamation of the Line and Engineer Corps of the navy which took place by act of Congress in 1899, but if the subject is carefully studied The Engineer Corps was not abolished, and the standing of the engineer was not de-graded, as has been said, for the line officer is now an engineer officer. Those who are not competent can qualify themselves in either branch if below 40 years of age, and to all the younger ones can easily be given a training which will make them competent

Of course when it comes to a conviction of murder a jury is weighted with a heavy sense of responsibility which it will refuse to bear unless it is forced to the verdict by evidence which points unmistakably to guilt. Under the compulsion of the law and of their own consciences jurymen give the accused the benefit of doubt as to the sufficiency of circumstantial evidence.

The District Attorney's office made out the strongest case against this woman which it could present. Nor could any prosecution have done better; yet her guilt was made hypothetical only rather than as an inescapable fact. However probable, it was not established beyond peradventure, but only as a theoretical

than as an inescapable fact. However probable, it was not established beyond peradventure, but only as a theoretical inference.

Sensational newspapers may have passed the bounds of decency in reporting and discussing the case during its trial, but without any such aid from them it would have been a sensation, in New York or in any city of the civilized world, and on the evidence submitted disagreement of juries before whom it was tried would have been as likely to happen in London as in New York.

Mr. JEBOME has no reason either to defend his office or to attack anybody because of this result. He made the best case possible to him, and the juries differed conscientiously and reasonably as to it. That is all.

"A Gentleman" in America.

This is a nonsensical, and, moreover, a purely snobbish question, but we will answer it:

"To THE EDITOR OF THE SUN—Sie: My friend JONES, wao is a very keen ebserver of social conditions, says that a poor man cannot be a gentleman—a poor man is simply a plain whic. Will THE SUN Kindly cast a little light on this grave question."

Neither a poor man nor a rich man is or can be gar agentleman" in America, in the server of the sun of the su

TO THE EDITOR OF THE SUN-Str: Do you think it is in good taste for a lawyer to chew gum while engaged in his professional work in a court room? NEW YORK, May 12. A LAWYER.

Bella-Yes, but not more than eighteen miles an RICEMOND Vs. May 11.—["The absolute limit of a woman's capacity for taking care of babies is eight, and she ought never to have more than six." said Mrs. Arthur M. Dodge, prevident of the New York Pederation of Day Nurseries, while address-ing to day the Esstern Public Education Associa-

Rate of Gossip.

Stella - Does she run her neighbors down!

Foul treason taints this peaceful land. Less majesty to Theodore; The stork is mad to beat the band, He's been humiliated sore The census figure evermore
At the old top noich record sticks.
Since Mrs. Dodge's ery of war:

"She never should have more than siz." The grandchildren and baby grand Are dwindling by the thone While even Utah takes her stand
And says: "Our limit's twenty-four."
A frightful future looms in store,
We're coming to an awful fix.
Since Mrs. Dodge's cry of war:
"She never should have more than six."

Oh. Mrs. Dodge, we can't expand Without a bounteous brood of chicks. Your hateful rule please countermand And let the minimum be siz.

JAPANESE RAILWAYS.

Some of the railways of Japan are owned by the Japanese Imperial Government and me by private corporations. English financial houses have been willing for several years to make loans on the security of the private railways, but legal difficulty as to mortgaging those properties stood in the way. A law has just been promulgated which removes this obstacle to investment. Under the new law the plants of railways, factories and mines can be mortgaged, as well as their immovable properties. This means that if the railway, factory or mine has to be taken in satisfaction of the debt, it can at once be operated as a working property. Thus its earning capacity is continued to the possible betterment of the debt and interest. Consequently, it is just as safe to loan money on Japanese railways as it is to loan it on American railways. Hence a practically virgin field of railway securities is opened, in a progressive country, to

American and other investors. The growth of the Japanese private railways and their borrowing capacity is in-dicated in the following table, as quoted by the Sun Trade Journal for April from the Shogio Shimpo of Tokio. The Japanese yen is converted into American money at

60 cents for the purpose of this exhibit: Paid up 000,521.88 000,808,000 a,508,000 a8.125,000 ..101,801,000 8,426,000 94.875,000 ..104,142,000 9,182,000 94.900,000 Certain small sums have to be deducted, aggregating \$535,000, leaving the borrow-ing capacity of the forty-one private railways at practically \$94,000,000. These figures were taken from the Japanese Official Railway Report for 1902, but the changes

since then have not decreased the paid up capital of any of the roads. The mileage of these roads in 1902 was 8,007 miles open to traffic. These lines cost \$101,301,000, or \$35,500 a mile. Of this cost \$95,000,000 was derived from capital paid in and only \$6,000,000 from borrowed money. In other words, these private Japanese railway companies are now in position to ask for loans aggregating \$94,000,000 on properties costing that amount and already

paid for and earning money. The same official report tells us that the mileage of the State railways actually open to traffic was 1,226 miles, costing \$62,-857,000, or \$51,270 per mile. This includes a large sum spent upon extensive workshops and other extras. The report also gives the earnings of the State railways in 1904:

Gross carnings Net earnings..... This represents 7.4 per cent. of the capi-

tal invested. The State lines therefore are ample security for \$75,000,000, though under the new law they cannot be mortgaged for more than \$68,000,000. In the same year the forty-one private railway companies earned:

Pross carnings..... Expenses ... This is 8 per cent. on the capital invested. Combining the private and State railways, the earning capacity was: Gross earnings.....

12.684.000 Net earnings..... \$13,206,000 This is just 8 per cent. on the \$163,000,000 otal capital invested. There are not many American railway companies which can make so good a showing, even in this country of

gigantic internal commerce movement. As far as the Japanese are concerned, it cannot be said that public ownership of railways is more expensive than private ownership, because these figures show that the working expenses of the State railways were only \$3,697 per mile, against \$4,201 per mile for the private railways.

Based on cost only, as the new law compels, a total loanable field of \$157,000,000 in It Will Include a Sort of Hotel for II Japanese railway securities, Government and private, is possibly open to American and other foreign investors.

KAW AND KANSAS CITY. With an Old Traveler's Advice as to

Leveeing the River. TO THE EDITOR OF THE SUN-Sir : Our Govnment should levee the Kaw River for twenty miles above and safely by Kansas

a flood may not come again for a hundred years.

If you will advocate leveeing the river on both sides from twenty miles above the city to ten miles below you will have the gratitude of all the inhabitants; also the railronds and packing houses. I have known the city from its birth, or from 1850. You know that Kansas City, Kan., and Kansas City, Mo., are in truth one city separated by an imaginary State line. No living being can tell exactly where such line runs. The two are one, and as a unit form a wonderfully progressive city. No newspaper as yet has given the question any public consideration. The same thing may be said of the Kaw River question. If you would only take up the two questions as one, you would have an army of merchants, manufacturers and farmers to swear by The Sun.

St. Louis, May 8.

A Japanese View of "The Sun" and Its News Collecting Methods.

To THE EDITOR OF THE SUN-Sir: I have been one of the most devoted readers of THE SUN ever since I came to this country. I admire us accuracy of news and fairness and moderateness in dealing with affairs, small and big, in its editorials, keep

ing always its principle and dignity. As many readers of THE SUN claim, I can certainly trust their fair-mindedness whenever I see the people reading that paper. There is no question of it.

The thing, however, that most strikes me is its remarkable working machinery of correspondence n every corner and nook of the world. It was THE SUN which heralded the fall of Fort Arthur of the greatest happenings of the time, first of all: and the same Sun was the only paper which informed us of the exact nature of the bre French neutrality in Cochin-China by the Russian

The French authorities tried to mar the rep but now are beginning to admit the truth, which can never be bent at any time. THE SUN was condemned by some of the French papers as having enmity to France, but we never see such a trace, fo tunately. Isn't it remarkable that, while the French papers themselves did not know whether the Marruis Bartélemy was or was not in Cochin-China, THE Sun correspondent knew it? Was there any other correspondent there in such a remote place as Kamranh Bay? It is certainly wonderful that The SUN alone has had a correspondent there to effect

personal observation.
It is true that the Japanese apy system enabled Japan to know exact facts. "without support from other observers it ma "e regarded little more than nothing of value nowadays when all people and nations are seeking each other's faults and try to evade laws under the slightest pretext. The reports from The Sun's correspondent should be credited for their reviewing France's own bustness and averting a great would-be world's com

I do not want to fistier THE SUN, but simply to express my part of gratitude to the paper which keeps me always in fair touch with the current happenings of the world. I shall read TRE SUN and introduce it to my friends so long as the other K. NAKAMURA sun rises over my head. NEW YORK, May 11,

The Funeral of the War Horses.

To THE EDITOR OF THE SUR-SET: I should like to ask THE SUR whether it does not consider the "highly civilised and humanised Japanese" some-what pagan in permitting a public funeral service to the 30,000 horses killed in the war with Russia? These horses, it is understood, are supposed to be the transmigrated souls of sundry ancestors who were punished by not being permitted to attain Nirvana, total annihilation. How about it? TUEBDO PARE, N. Y., May 12.

COACHING CLUB OFF.

Four Absentees at the Start-T. Suffern Taller First Whip.

Although thirteen were booked only nine set out on the outing of the Coaching Club to Tuxedo and Blaireden yesterday. absentees were Col. Jay, R. W. Rives, A. G. Vanderbilt and R. L. Gerry. The start was at 1:55 o'clock in the afternoon and the party passed the night at the Tuxedo Club, the drive being resumed to Bluireden, the country house of C. Ledyard Blair, at Peapack, N. J., this morning.
T. Suffern Tailer drove and Mr. Blair

was on the box seat at the start. The coach was the Defiance, owned by the latter. and originally built for the late Charley Bates, who used it on many record runs and at the horse shows. It was spick and span from a new painting in Mr. Blair's colors, yellow and black. The words "Deflance" and "Blaireden and New York" were painted on the back panel of the boot. The wheelers were a bay and a spotted and a spotted roam with blaze face, while a bay and obestnut were in the lead. As Sixtieth street is blocked by piles of brick and mortar, the start was from the little road back of the Sherman statue at Fifth avenue and Sixtieth street, the party walking across from the Metropolitan Club, where they had lumbed.

lunched.

Topcoats were flung inside the coach and the men were in tweed suits and black derbys as they climbed to the top steats, except T. Buffern Tailer, who had a tan driving apron strapped around a blue serge suit and were the tall white hat ef

the amateur road coachman.

Fifth avenue was as sunny and as fre from traffic as in midsummer as the coaching party set off. Mr. Tailer turned west at Forty-third street, the guard saluting the Racquet and Temnis Club with a fanfare on the horn as the coach passed on the way to the Weehawken ferry to catch the 2:18

R. L. Gerry drove the Venture to the races yesterday. The coach had been sold, but the buyers did not appear and Miss Angelica Gerry was the only passenger. The Pioneer had been hired by Mrs. Elliott Brintwell Frost for a party. She was on the box seat and A. G. Vanderbilt was the

THE SEAGOERS.

Well Known Folks Sail To-day-Mrs. Letter on the Finland.

Among the passengers on the Bed Star liner Finland sailing to-day for Dover and Antwerp are:

Fritz vom Baur, Major and Mrs. Celin Campbell, James Feninore Cooper, Mr. and Mrs. Wilbur F. Day, Dr. George W. Ellis, Mrs. John E. Forbes, Mrs. Levi Z. Leiter, Nicholas Power, Mrs. Dean Sage, Mr. and Mrs. William Lyttleton Savage, Mr. and Mrs. George H. Smith and Baron Wauters, secretary of the Belgian legation.

Voyagers on the American liner New York.

Voyagers on the American liner New York, sailing this morning for Southampton and Cherbourg are:

Ashmead Bartlett, W. C. Brower, B. F. Dingley, Mr. and Mrs. Frank Ellis, Mr. and Mrs. Daniel Frohman, Blohard Jones, United States Vice-Consul at Southampton; George A. LaVie, Mr. and Mrs. Alexander B. Legare, Mr. and Mrs. Bradley Martin, Jr., C. J. Fratt, T. C. Tattersall, Horace Lee Washington, United States Cossul-General at Cape Town: Mrs. Egerton L. Winthrop, Jr., and Miss Elsie de Wolfe.

Elsie de Wolfe.

Among those who have booked passage on the Umbria, sailing to-day for Liverpool

Lieut.-Col. E. A. Belford, T. B. Clatworthy, I. H. L. Goodwin, F. H. Keeble, Capt. W. S. Power, David Richardson, Oswald Murray and G. B. Salisbury. Aboard the Minneapolis sailing to-day

Col. and Mrs. E. C. Ellison, Mr. and Mrs. W. H. Dunwoody, Lawrence Haines, E. N. I. Cameron, Mr. and Mrs. Charles F. Noyes, William E. Marcus, Arthur Playfair, Frederic V. Scott, Edward W. Todd and Frederick an Wyck. for London are:

The Koenig Albert for Gibraltar will have aboard:
Dr. and Mrs. J. H. Barnhart, Mrs. James
Butler, Gabriel D. Clark, Mr. and Mrs. James
W. Cooke, Mr. and Mrs. A. H. Chaffee, Prof.
and Mrs. E. T. Harper, Mr. and Mrs. Robert
N. Kenyon, Mr. and Mrs. Peter Moller, Cyril
F. Peck, Henry Roemer, Mr. and Mrs. Ralph
H. Thompson and Director F. R. Wolf.

CHURCH HOUSE FOR THE BRONX.

Yesterday a site was decided upon for a church house in The Bronx to cost from \$100,000 to \$120,000, and to be the headquarters of work of the Episcopal Church in that borough. Bishop Greer made the decision and placed the house upon Crotona Park, not far from the Borough Hall. The Bishop announced that the funds to build the house are in hand, and that in addition to construction it is his purpose to se-cure an endowment for it. The Bishop ton to construction it is in purpose to secure an endowment for it. The Bishop thinks he can see where \$500,000 can be wisely used in The Bronx for the advancement of Episcopal church work there, and that it is going to be possible to raise this

sum within the next year or two.

The proposed church house is to contain at least one novel feature. This will be a sort of hotel or apartment, where under direction of a clergyman and with a matron as chaperon there are to live deacons and

ROOSEVELT TO REVIEW PARADE. Much Memorial Day Enthusiasm Aroused in Brooklyn.

The announcement that President Rooseveit will review the Memorial Day parade in Brooklyn after unveiling the statue erected in honor of Gen. Slocum at Bedford avenue and Eastern Parkway, has aroused enthusiasm in the ranks of the militia regiments of the borough and prepara-tions are under way to make the occasion the greatest in the history of Memorial

After the unveiling of the statue the President will be escorted by Troop C, Major De Bevoise commanding, to the reviewing stand at Eastern Parkway, about 200 yards from Bedford avenue. The line of march will be straight through Bedford avenue to the Eastern Parkway, part the Slowing status and thence to the past the Slocum statue and thence to the

AN EIGHT-YEAR-OLD JOURNALIST sion Court House.

From the Allania Constitution.

Miss Van Hilliard Spaiding, the eight-year-old daughter of Mrs. V. H. Spaiding, inherits the fourmajistic talents of her grandfather. Dr. Hilliard. With her cousin, Col. James Bacon of the Edge-field News. Edgefield, S. C., a gentleman over 70, and Mise Joan Ohl, she visited the new court bouse in New York, and contributes the following report: "Col. James Bacon and Van Hilliard Spaiding went for the first time to the court house in New York on Twenty-fifth street and Madison avenue.
"There stands a beautiful white stone building. It has white marble figures all around the house

It was beautiful, and we went up the marble steps and into the big glass doors. We went in the beau-tiful hall, where there stands a janitor who opens the large mahogany doors, and you find you in a magnificent room about the size of a church.

The rostrum was of beautiful hand carved mahogany, where the Judges sit. It seems to me if any man can sit there and tell a lie he ought to be shot. With Col. Bacon and Van Spalding was a very attractive girl by the name of Joan Ohl. The wall was hand painted. I don't think the King of England could have a better home. No. he could not. Col. Bacon is a very nice old gentleman said old, because old men are very nice, and I shink young ones are, too. Col. Bacon is going to Eu-rope with Mrs. Spaiding and her children. If I sere to tell you all about the court house I think it would take me a year. I just write to tell Atlanta people a bit about New York."

Oretown correspondence Telamook Herald. Lester Atterbury has gone up to Tillamook with the intention of working for some time

Dialect.

Bocker-Yes, but it drops its V's.

PAUL JONES'S BURIAL PLACE

The Cabinet Decides That Ills Bedy Shall Be Laif at Real in Amapolis. WASHINGTON, May 12 - The remains John Paul Jones, the famous Revolution Admiral, will be buried at Annapolis. The was the decision reached at the Cabinet meeting to-day, when Secretary Morton brought the matter up for consideration Secretary Morton recommended Annapolis as the site of the Navai Acar emy, was the most fitting place to bury the noted sailor and founder of the American navy. This was agreed to by the Prodent and orders will be issued to bring the body to the Academy. The buris which will take place some time next month or early in July, will be accompanied by elaborate ceremonies.

Rear Admiral Sizsbee will be sent to France to bring back the body. The casket will doubtless be carried to Havre by the French Government and then turned over to the American squadron with full honors. to the American squadron with full honors.

Ambassador Porter, who originated and conducted the search for the body, has asked the State Department to send a squadron to France as soon as possible, as a French law limiting the period which a body may remain above ground might cause some complications with the French authorities.

authorities.

Admiral Sigebee will go on the cruiser Brooklyn, his flagship, and will be accompanied by the cruisers Galveston, Tacoma and Chattanooga. The body will be placed on the Brooklyn and will be taken directly to Annapolis. according to the present plans. A request has been made that the squadron visit Boston on the return trip. during the celebrations attending "Bunker Hill Day," but it is not likely that this will be dons.

WASHINGTON SOCIETY

Mrs. Reesevelt Gives a Tea in Honor of Railway Congress Delegates.

WASHINGTON, May 12-Mrs. Roosevelt. wife of the President, was hostess at a large tea this afternoon, at which the guests of honor were the delegates to the International Railway Congress. The President received with Mrs. Roosevelt under a large tree in the south grounds. The Marine Band was on a patform in the middle of the lawn, and tables with cooling drinks and ices were laid under two marqu'es. The guests included the prominent delegates to the congress, the Cabinet, Supreme Court, Diplomatic Corps, Government and

Court, Diplomatic Corps, Government and district officers and resident society. The Vice-President and Mrs. Fairbanks held a small court of their own off to one side.

Mr. and Mrs. George Westinghouse gave a dinner this evening. Their guests were the Vice-President and Mrs. Fairbanks, the Secretary of the Interior and Mrs. Hitchcock, Senator and Mrs. Foraker, Senator and Mrs. Cullom, Sir Francis Mowatt, G. C. B.; Mrs. Stuyvesant Fish, Col. York, Miss Hunt, John A. F. Aspinall, Miss Patten, W. H. MacNamara, Miss Hegeman, Mr. and Mrs. Theodore Voorhees, W. M. Acworth and Miss Wadsworth, Mrs. Westinghouse's niece. After the dinner a small company was invited to join the dinner guests to hear Mms. Lilian Nordica sing. Morton Grinnell of New York entertained at dinner this evening some of the delegates

Morton Grinnell of New York entertained at dinner this evening some of the delegates to the International Railway Congress.

The wedding of Miss Alleta Van Reypen, daughter of Rear Admiral and Mrs. Van Reypen, and Baron Serga Korff of Russia has been set for June 5. Prof. and Mrs. Graham Bell will entertain at dinner on Monday evening, May 23, in their honor. Baron Korff is professor of Russian law at Helsingsfors University, and after a period of travel in Europe the newly wedded pair will take up their residence in that place.

MRS. SUSAN DAY PARKER SUED. Owner of Yacht Scythian Said to Have

Received Too Much Insurance. The Liverpool and London and Globe Insurance Company, began an action in the United States Circuit Court yesterday, against Susan Day Parker to recover \$5,800 of the insurance paid the defendant for losses sustained by the burning of the steam yacht Scythian on June 6, 1900. In the complaint it is alleged that a part of the furnishings of the yacht were not

plaintiff iss boat, aggregating \$50,000, and that the same amount had been placed with other com-panies. Soon after the destruction of the panies. Soon after the destruction of the yacht, Mrs. Parker swore that the total damage to the boat and furnishings was \$42,000, of which she claimed \$21,000 from the plaintiff company, which was paid on

July 21, 1900.

The bill states that it has since been found that the major part of the furnishings were not on the boat at the time of the fire and that excess insurance to the amount of \$5,500 was paid to Mrs. Parker by the plaintiff. The insurance convene therefore as tiff. The insurance company therefore asks for a judgment of \$5,800.

CAN'T TEAR UP THE TRACKS.

Appellate Division Decides in Favor of Forty-second Street Company. The Appellate Division of the Supreme Court reversed yesterday the Special Term judgment holding that the Forty-second Street and Manhattanville Railway Company

had abandoned its tracks on Amsterdam avenue and refusing to enjoin the Borough President from tearing up the tracks. The company sued for a permanent in junction to restrain the city officials from tearing up its tracks along Manhattan street and Amsterdam avenue. Justice Amend decided that the Manhattan street tracks should stay, but that the Amsterdam tracks might be torn up by the city. The evidence showed that one car a day, carrying no passengers, was run over the tracks. ing no passengers, was run over the tracks.

The Appellate Division holds that the fact that one car a day is being run over the tracks shows that it is the company a intention to maintain its rights. Since, therefore, there is no evidence that public convenience was affected, the proof is de-

clared to be inadequate to show an aban-The action is sent back for a new trial

MONEY FOR ATHLETIC FIELDS. Grout's Plan to Help High Schools Goes Through at Last.

Comptroller Grout at yesterday's meet ing of the Board of Estimate succeeded at last in getting through his proposal to appropriate \$300,000 for athletic fields for the high schools of Bronx, Brooklyn, Queens and Elchmond.

when the resolution was first intro-duced last week Borough President Abeara declined to vote for it because Manhattan

declined to vote for it because Manhattan was not included, and Mr. Fornes objected that it was classe legislation because the use of the fields was practically limited to pupils of the high schools.

Alderman Sullivan said before the meeting that he would never vote for the measure, and that if it passed the Board of Estimate he would hold it up in the Board of Aldermen.

Aldermen.

Mr. Grout amended the resolution, and everybody voted for it. Instead of provid-ing athletic fields for the high schools in the four named boroughs, the amended resolution appropriated \$300,000 for four athletic fields, the Board of Education to have the spending of the money

Settlement House in Spring Street Plans have been filed with the Manhattan Building Bureau for the remodeling of the front and rear tenements at 244 Spring street, owned by William S. Coffin and adjoining the old Spring Street Presbyterian joining the old Spring Street Presbyterian Church, into a "Neighborhood Settlement House" for the young people of the historic church. The reconstructed building will contain an assembly hall, a library, a boys' club, a girls' club, a housekeeping club, together with a dining hall and general clubroom and also studies and office. The necessary improvements are to cost \$6,000, according to the estimate of the architects, Hill & Stout.